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CLAIM AMENDMENT

Please amend the claims as follows:

1 (currently amended): A cargo carrier having a structural framework operatively coupled with a vehicle towing component and having a first load support extending from said structural framework for supporting cargo during transit, wherein the improvement comprises:

a flaccid indeterminate length strap;

a buckle through which said flaccid indeterminate length strap passes and which operatively retains tension in said flaccid indeterminate length strap when said strap is operatively cinched against said supporting cargo; and

a first guide coupled with and moveable relative to said first load support and also operatively coupled to said flaccid indeterminate length strap, said first guide having tensile forces applied thereto between said first load support and said indeterminate length strap when said strap is operatively cinched against said supporting cargo, said buckle affixed to said first guide.

2 - 3 (canceled)

4 (amended): The cargo carrier of claim 3 1 wherein said buckle is further engaged with said flaccid indeterminate length strap and operatively couples said flaccid indeterminate length strap to said first guide.

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5 (canceled)

6 (amended): The cargo carrier of claim 5 21 wherein said cinching brings said first and second guides closer together along said first load support.

7 (amended): The cargo carrier of claim 1 ~~further comprising~~ wherein said load support extends from said structural framework along a longitudinal axis of said load support and said first guide moves parallel to said longitudinal axis.

8 (original): The cargo carrier of claim 7 wherein said load support provides horizontal support for said load.

9 (original): The cargo carrier of claim 1 wherein said flaccid indeterminate length strap has first and second ends and operatively engages said cargo between said first and second ends during transit.

10 (original): The cargo carrier of claim 9 wherein said flaccid indeterminate length strap first end is anchored relative to said structural framework.

11 (canceled)

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12 (original): The cargo carrier of claim 1 wherein said guide comprises a ring.

13 (original): The cargo carrier of claim 1 wherein said guide comprises a tube.

14 (canceled)

15 (currently amended): A cargo retainer for retaining at least one cargo item thereto, comprising:

a longitudinally extensive support surface comprising a rod and terminating in an unsupported end;

a flexible and tensionable retainer co-extensive with said longitudinally extensive support
5 and spaced therefrom to accommodate said at least one cargo item ~~therebetween~~ between said
flexible and tensionable retainer and said longitudinally extensive support surface;

a first means for retaining a portion of said flexible and tensionable retainer comprising a
tube concentric about said rod and adjacent a portion of said longitudinally extensive support
surface, said first retaining means moveable along an axis parallel to a direction of longitudinal
10 extension of said longitudinally extensive support surface to vary the location of said portion of said
longitudinally extensive support surface that is adjacent said portion of said flexible and tensionable
retainer;

a second means for retaining a second portion of said flexible and tensionable retainer
comprising a ring concentric about said rod and adjacent a second portion of said longitudinally

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15 extensive support surface to thereby form a second space to accommodate a second cargo item, said
at least one and second cargo items separated one from the other by said first retaining means, said
second retaining means moveable along an axis parallel to a direction of longitudinal extension of
said longitudinally extensive support surface to vary the location of said second portion of said
longitudinally extensive support surface that is adjacent said second portion of said flexible and
20 tensionable retainer.

16 - 17 (canceled)

18 (currently amended): A convertible cargo carrier having a generally upright member and at least one laterally extending support arm configured to support at least one diverse load, wherein the improvement comprises:

25 a means ~~for passing from~~ extending from said laterally extending support arm about said at least one diverse load and conforming generally ~~thereto~~ to said at least one diverse load;

a means for tensioning said ~~passing~~ extending and conforming means;

first and second alternative mounts for locating said laterally extending support arm relative to said generally upright member; and

30 first and second alternative anchors for locating said ~~passing~~ extending and conforming means relative to said generally upright member, said first alternative anchor adjacent said first alternative mount and said second alternative anchor adjacent said second alternative mount, wherein

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said passing extending and conforming means and said laterally extending support arm may be moved as a pair relative to said generally upright member between two alternative positions.

19 (currently amended): The convertible cargo carrier of claim 18 wherein said tensioning means further comprises:

a means for slidably engaging said laterally extending support arm; and

a releasable clip for receiving said passing extending and conforming means and retaining tension therein.

20 (original): The convertible cargo carrier of claim 18 wherein said slidable engaging means further comprises a member concentric about said laterally extending support arm.

21 (new): A cargo carrier having a structural framework operatively coupled with a vehicle towing component and having a first load support extending from said structural framework for supporting cargo during transit, wherein the improvement comprises:

a flaccid indeterminate length strap;

a buckle through which said flaccid indeterminate length strap passes and which operatively retains tension in said flaccid indeterminate length strap when said strap is operatively cinched against said supporting cargo;

a first guide coupled with and moveable relative to said first load support and also operatively

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coupled to said flaccid indeterminate length strap, said first guide having tensile forces applied thereto between said first load support and said indeterminate length strap when said strap is operatively cinched against said supporting cargo; and

a second guide coupled with and moveable relative to said first load support and also operatively coupled to said flaccid indeterminate length strap at a location spaced along said flaccid indeterminate length strap from said first guide sufficient to encompass said cargo about a first perimeter segment and operatively separated along said first load support from said first guide sufficient to encompass said cargo about a second perimeter segment, said second guide having tensile forces applied thereto between said first load support and said indeterminate length strap when said strap is operatively cinched against said supporting cargo, wherein said buckle is affixed to said second guide.

22 (new): A cargo carrier having a structural framework operatively coupled with a vehicle towing component and having a first load support extending from said structural framework for supporting cargo during transit, wherein the improvement comprises:

a flaccid indeterminate length strap;

a buckle through which said flaccid indeterminate length strap passes and which operatively retains tension in said flaccid indeterminate length strap when said strap is operatively cinched against said supporting cargo;

a first guide coupled with and moveable relative to said first load support and also

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operatively coupled to said flaccid indeterminate length strap and said flaccid indeterminate length strap passing through said first guide, said first guide having tensile forces applied thereto between said first load support and said indeterminate length strap when said strap is operatively cinched against said supporting cargo; and

a second guide coupled with and moveable relative to said first load support and also operatively coupled to said flaccid indeterminate length strap at a location spaced along said flaccid indeterminate length strap from said first guide sufficient to encompass said cargo about a first perimeter segment and operatively separated along said first load support from said first guide sufficient to encompass said cargo about a second perimeter segment, said second guide having tensile forces applied thereto between said first load support and said indeterminate length strap when said strap is operatively cinched against said supporting cargo.

23 (new): A cargo carrier having a structural framework operatively coupled with a vehicle towing component and having a first load support extending from said structural framework for supporting cargo during transit, wherein the improvement comprises:

a flaccid indeterminate length strap having first and second ends and operatively engaging said cargo between said first and second ends during transit, said flaccid indeterminate length strap first end anchored relative to said structural framework;

a buckle through which said flaccid indeterminate length strap passes and which operatively retains tension in said flaccid indeterminate length strap when said strap is operatively cinched

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against said supporting cargo;

a first guide coupled with and moveable relative to said first load support and also operatively coupled to said flaccid indeterminate length strap, said first guide having tensile forces applied thereto between said first load support and said indeterminate length strap when said strap is operatively cinched against said supporting cargo;

first and second alternative mounts for locating said longitudinally extensive support surface relative to said structural framework; and

first and second alternative anchors for locating said flaccid indeterminate length strap relative to said structural framework, said first alternative anchor adjacent said first alternative mount and said second alternative anchor adjacent said second alternative mount, wherein said flaccid indeterminate length strap and said longitudinally extensive support surface may be moved as a pair relative to said structural framework between two alternative positions.

24 (new): A cargo carrier having a structural framework operatively coupled with a vehicle towing component and having a first load support extending from said structural framework for supporting cargo during transit, wherein the improvement comprises:

a flaccid indeterminate length strap having first and second ends and operatively engaging said cargo between said first and second ends during transit, said flaccid indeterminate length strap first end anchored relative to said structural framework;

a first guide coupled with and moveable relative to said first load support and also operatively

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coupled to said flaccid indeterminate length strap distal to said anchored first end of said flaccid indeterminate length strap; and

a tensioner operatively applying tension between said anchored first end of said flaccid indeterminate length strap and said first guide and operatively retaining tension in said flaccid indeterminate length strap when said strap is operatively cinched against said supporting cargo, said first guide moveable towards said anchored first end of said flaccid indeterminate length strap responsive to said tension between said anchored first end of said flaccid indeterminate length strap and said first guide.

25 (new): The cargo carrier of claim 24 wherein said flaccid indeterminate length strap is affixed adjacent said second end to said first guide.

26 (new): The cargo carrier of claim 24 wherein said first guide fully encircles said first load support.